

**ALASKA INDUSTRY COUNCIL MEETING
MINUTES
July 11, 2007**

The Alaska Industry Council met at the Alaska DOT/PF Building on July 11, 2007, at 8:00 a.m.

The following agenda items were presented:

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| Opening Remarks | Jere Hayslett |
| MOA/AIC Update | Karen Casanovas |
| Operations Update | Jim Hill |
| Technical Update | Walter Combs |
| Information Sharing | All |
| Industry Feedback (Round Table) | All |

Information Sharing

Opening

Jere Hayslett opened the meeting over the telecom from DC with good news pertaining to the Agreement Implementation Committee, (AIC) informing the group that the FAA's financial department has approved the initial strategy for the final version (v7.0) of the AIC plan for presentation to the Joint Resource Council(JRC) in August. Jere then gave a brief update on availability of TIS and FIS services stating: "I and the team are working very hard to resolve those issues". At that point Jim Cieplak inquired, "What's the date for FIS and TIS in Fairbanks and the GBT install? Jere replied "we don't have the installation dates yet, but Walter can elaborate more on that." Walter proceeded to explain that for the Fairbanks GBT the Western Service Area Surveillance and Broadcast/Capstone Office is going to get construction started by August. By the September/October time frame, data should be flowing to ZAN, and be in the acceptance mode. By the first of the year we should have FIS and TIS services. Jim then asked if the implementation team that was coming to Alaska to work next week was going to be working on any of the FAI stuff and Walter said "absolutely, in fact that's our Tech Center team. They are supporting FIS statewide, nationwide, and taking care of things on the east coast for the SBS office". Walter then went on to explain that the services currently available, are in a test and development phase, and that in order to get those on the operational side FAA protocol would have to be followed. He then explained a bit about how that works.

AIC/MOA Update – Karen Casanovas

The AIC has been working to define the roles of responsibility to come up with policies that govern the AIC plan, as well as establishing the draft plan, which was the result of the Memorandum of Agreement (MOA), signed in FEB of 07. The AIC has held weekly meetings since February when the MOA was signed. The Site Implementation Committee has been working on the Airports, GBT's, IFR and VFR routes. The External Coordination Team has been working on getting additional members that would be interested in signing onto the MOA. The Avionics Equipage Team has been collecting relative data as it pertains to avionics and configuration. Just recently The Alaska Air Carriers Association sent out some data collection requests in an effort to get other information that is not published in the DOT reports. This action was an effort to get more accurate real time information that could be incorporated into the draft plan; 7.0v of the Draft Plan is posted on the Alaska Airmen's web site. The link is also posted on the Alaska Air Carriers web site. The final integration of comments and data was added to the plan, completed and submitted to the FAA at the end of June. The plan will be approved for the JRC. Ongoing action items include: looking at airports, obtaining letters of justification for airport upgrades and defining Service Volume Area's for GBT's. The External Coordination Committee is currently in the process of trying to get a meeting to brief the State Officials/DOT, State Commissioner and Deputy Commissioner, and let them know that the AIC would like to work in partnership with the State on the plan. Next steps are to have an official signing with both FAA and Industry by the end of August.

WAAS Update – JoAnn Ford

JoAnn went over the LPV Procedure Publication Progress to Date, which included Current and all prior years.

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|-----------------------------------|--|
| LPVs Published to non-ILS Runways | 433 |
| LPVs Published to ILS Runways | <u>382</u> |
| Cumulative LPVs Published to Date | 815 (Successful LPV Flight Checks April 27, 2007: Anchorage, Homer, Emmonak, St. Michaels) |

JoAnn's presentation also covered Alaska Potential WAAS LPV Survey Status as follows.

- **Alaskan Airports VFR – IFR Improvements**
 - ATO-W Navigation Services WAAS-directed surveys thru Airport Improvement Program (awaiting obstruction data from NGS to be completed end of July or early August 2007):
 - Galena (GAL) Rwy 7 & 25
 - Gustavus (GST) Rwy 29
 - Iliamna (ILI) RWY 17 & 35, Rwy 7 & 25
 - McGrath (MCG) Rwy 16
 - Saint Marys (KSM) Rwy 17 & 35
 - Sand Point (SDP) Rwy 13
 - (Significant lessons learned with these airports applied to SBS and others' surveys; NGS developed own GEOD model for acquiring imagery, dealing with ellipsoid, NAVD datum issues, etc.)

- Birchwood, Brevig Mission, Central, Chuathbaluk, Circle City, Clarks Point, Eagle, Elim, Healy River, Hughes, Kasigluk, Koyukok, Kwethluk, Larsen Bay, Napakiak, **Quinhagak, Robert/Bob/Curtis/Noorvik, Shageluk, Shaktoolik, South Naknek NR 2, Tatetluk, White Mountain
- (**tribal coordination required)
- Procedures will be developed only after thorough coordination is completed
 - Source: AVN (FAA Procedures Office OKC), ATO-R, NGS
- Completed aerial surveys at 21 of 22 airports (acquired existing imagery from USGS for Larson Bay (2A3))
- Goal is 15 LPV surveys by September 2007
- As of July 6, 2007: completed LPV ground surveys at 13 airports (quality control/evaluation of this data by AJR and NGS is next step)
- Field ground surveys completed (34/48 runway end approaches):

Birchwood (BCV) - June 5
 Healy River (HRR) - June 12 **
 Tatitlek (7KA) - June 12
 Larsen Bay (2A3) - June 15
 Eagle (EAA) - June 16
 South Naknek NR2 (WSN)- June 18
 Clarks Point (CLP) - June 21
 White Mountain (WMO) - June 23
 Brevig Mission (KTS) - June 27
 Quinhagak (AQH) - June 30
 Napakiak (WNA) - June 30 (cont)

**** resolved issues**

Completed ground surveys (cont.):
 Kwethluk (KWT) - July 2
 Elim (ELI) - July 3
 Shaktoolik (2C7) July 5
 Koyukuk (KYU) July 5

• 07/06/07 Field Crews were at:

- Kasigluk (Z09)
Chuathbaluk (9A3)
Expected to complete these ground surveys (4 approaches)
- July 7-8, 2007: Field Crews expected to complete ground surveys (potential 4 approaches):
 - Shageluk (SHX)
 - Noorvik (D76)
- Week of July 9, 2007, Field crews expect to complete remaining 3 airport ground surveys (potential 6 approaches) at:
 - Hughes (HUS)
 - Central (CEM)
 - Circle City (CRC) next week (6 approaches).

Alaska Potential WAAS LPV(Source: AVN/NGS)

- A list of WAAS Program Surveys submitted to FAA thru 3rd party survey program (completed and obstruction data loaded) available on Capstone website via July Industry Council Power Point presentation.

Operations Update- Jim Hill

Jim Hill briefed Anchorage Center continues to operate in the test configuration and data continues to be collected and analyzed in preparation for moving out of the test area and into the Anchorage FIRs. He also briefed the MEARTS mods are still on schedule for September 08. Jim briefed Bob Novia (ATO-E) requested information on what it would take to provide critical services with the 5 remaining YK GBTs and JNU GBT site.

Southeast Alaska Update – Jim Wright

At this time the Capstone Phase II installations are finished in Juneau. Installation on the Ward Air Otter that Cal Air now has in service near British Columbia is complete. 6.0 Bravo update: Aircraft certification will be completed in October of 07. It will then go through the FAA's certification process, and Leonard Kirk should be able to go to SE and perform the training in mid November if everything goes according to plan. The CRABS system has been reinstalled for the Bethel, Anchorage and SE operators who wanted it back.

Working Group for Performance Based Navigation – Gary Rolf

This program is being run by the SBS Office in D.C. There is a small group of aviation professionals that has been invited to provide input into the planning process. They are providing FAA Headquarters with feedback pertaining to what's already charted and is either usable or unusable; what the users like and don't like as far as routes go. Several criteria have been developed which will aid in the decision making process. This working group met on May 30, 2007, and is planning to meet again in the fall to evaluate the information and feedback that has been gathered over the summer flying season.

Technical Update – Walter Combs

As for Southeast Phase II/Segment One: Ground Stations; Essential Services: Operator Flight Monitoring Services (OFMS), FIS-B and SAR, are scheduled for August 2007. In addition to those activities in SE the FAA is conducting Surveillance Verification Flight Checks. These flight checks will verify that there is data for the coverage on each route that is serviced by the GBT's in that particular area. This will tell us where there are breaks in coverage or there is a need to establish future coverage. Data is also being collected for use in evaluating the operations of the system itself. At this time 11 of the 14 sites in SE are providing data. The FAA is still evaluating the service for the Port Alexander site, and all of the engineering and site surveys for placement of Multilateration have been conducted. Walter ended his update by opening the meeting up for questions. Karen Casanovas asked Walter to explain once more the reason's behind the FAA's decision to place Multilateration in Juneau. Walter explained that Air

Traffic has a need for surveillance in Juneau. Radar will not work in that mountainous terrain, multilateration will compliment the radar service that is available at the higher altitudes and will be able to see aircraft equipped with a 1090 ES. The 978 equipped aircraft will be tracked with the GBT's that are already in that area. The group asked Walter to take an action to get a firm date for TIS-B services off the Multilateration in Juneau.

Round Table

Leornard Kirk announced that once the 6.0 Bravo update had been released and certified by the FAA and the University of Alaska would do a Train the Trainer for the operators training staff. For the operator's convenience it would most likely be held after the 1st of January, 2008.

Jim Cieplak presented his list of action items Industry felt were still unsettled.

1.) The phase I/Phase II safety study: Is this going to continue? Jim Hill replied that actually there was some good news there, which was why Pat Zelechowski was in Anchorage this week. Pat is meeting with Leonard Kirk and George Frushour to go over the study on the afternoon of the 11th after the Industry Council meeting. Jim Cieplak will be updated as soon as the SBS/Capstone office has more information pertaining to that project.

2.) UAA contract for Pilot and Maintenance Training continuing: Leornard Kirk responded that UAA has a contract to do the 6.0 Bravo training and the FITS like training.

3.) What's the status of the Bethel TRACON: Jim Hill answered that the Bethel TRACON in Fairbanks will not happen, this was per his last visit to DC, and he is waiting for something in writing to make it official.

4.) When will the 5 additional GBT's for Y-K Delta become operational? Jim Hill replied it is in the works and we are still validating requirements.

5.) What is the status of the approved Phase II RNAV state wide routes that were NOTAM'd out of service by Air Traffic (AT): Jim stated that he believed this had already been answered by the Performance Based Workgroup, who are looking at the routes.

6.) Install's in SE and altitude encoders; will we have maintenance on this stuff? Jim Wright replied, "Yes we have John Aments help on this. We have put out a statement of work in order to get a new contract intended to cover the work. This should be going out today". Walter explained that the contract would last for maintenance through 2008.

7.) What are the plans for continued TIS-B and FIS-B product development? Walter replied "at this point we are not developing anything new; we are going to maintain and sustain what products we have. We are going to continue with the TIS we have in the ANC-FAI area, but we have yet to determine how we are going to mature TIS-B to the NAS."

Conclusion

The meeting was adjourned.